

ORLEANS COUNTY MONITOR.

PUBLISHED WEEKLY AT
BARTON, VERMONT.
WALLACE H. GILPIN,
EDITOR AND PUBLISHER.

TERMS:—When Paid Strictly in Advance
\$1.50 a Year.
In asking for a change of address, always
state where your paper is now sent.

A Happy New Year to our many
readers.

On page six of this issue may be
found short biographical sketches of
the members of the house from Or-
leans County and also of the senators
and all other state officers from this
county. We have aimed to give the
facts that will be of general interest

Our extra last week contained all
the laws passed by the Vermont leg-
islature at its last session and was
sent all subscribers of the MONITOR
within the state. While you may not
want to sit down and read them all
through at once they should be laid
away and kept for reference

Farmers have a right to hold their
hands up and feel important. Sec-
retary Wilson in his annual agricultural
report says the farmers of this coun-
try have in two years produced wealth
exceeding the output of all the gold
mines of the entire world since Col-
umbus discovered America.—News
and Citizen.

Why not begin the new year aright
in one respect at least? Put a little
money in the bank this week, next
month add a little to it and so on and
you will be surprised to see how soon
the interest will count. People of this
vicinity little realize the banking
facilities they have at hand. In our
own village are two strong institu-
tions, the Barton National Bank and
the Barton Savings Bank. The vil-
lage of Barton Landing is soon to
have a Savings Bank and Trust Com-
pany and Newport has two strong
banks. South of us are good banks
both at Lyndonville and St. Johns-
bury. Think it over.

WASHINGTON LETTER.

From Monitor Correspondent.

The President's energetic advocacy
of some measure providing for fed-
eral control of railway rates promises
to bear fruit, although it is unlikely
that such legislation will be enacted
at this session of Congress, and it is
also improbable that the power to fix
rates will be conferred on the Inter-
state Commerce Commission. No
one appreciates these facts better
than the president, but he explains
that no man ever drove home a nail
with just the necessary amount of
force and no more, and then he pro-
ceeds to strike sledge-hammer blows,
on every member of either house of
Congress who calls at the White
House. The result is that members
of Congress, as well as some of the
leading railway officials, have become
convinced that the time has arrived
when something must be done and
they are putting their heads together
with a view to devising a satisfactory

The fact is that the problem is most
complex and a solution is not easy.
It has always been the policy of this
government to preserve intact, so
far as possible, the three coordinate
branches of the government, the ex-
ecutive, legislative and judicial. The
Supreme Court has held that the de-
termination of what constituted a just
rate was a judicial function, where-
as the fixing of a future rate was a
legislative function and the Interstate
Commerce Commission is largely an
executive body, acting under the di-
rection of the president. A fairly
perfect law must take cognizance of
these facts and of previous supreme
court decisions or it will result in
nothing but expensive litigation, to
be followed by its nullification. These
are a few of the legal perplexities
of the problem.

The practical features of the prob-
lem are almost equally complex. Rail-
road rates vary in different sec-
tions of the country, but so do the
cost of railway construction and
operation. Again, certain railroads
grant certain reductions in rates with
a view to establishing special rates
along the line of their road, notably
the "commodity rate." Again,
granted for much the same purpose
is the "milling in transit rate,"
whereby certain roads grant special
rates on raw materials manufactured
at some point on their line and re-
shipped as a finished product. For
these reasons railroad rates seem
bound to vary even in a given section
of the country and the commission or
body which attempts to define what
does and what does not constitute a
fair rate will be confronted by a
knotty task. One point is certain,
however, and that is that good will
come out of the president's deter-
mined pushing of the legislators in
his party and if a prediction can be
made with safety it is that the party
leaders will arrive at some definite
agreement before Congress convenes

a year hence and will place a law on
the statutes during the first session of
the Fifty-ninth Congress.

When the Philippine Public Im-
provement bill passed the senate
recently an attempt was made by
certain democratic senators to so
amend the railway section as to
compel such railroads as might bene-
fit by the law to incorporate in their
charters a declaration of the right of
the Philippine government to fix
the rates to be charged by such
roads. So attractive did the propo-
sition seem that ten republican sen-
ators, including Senator (formerly
Attorney General) Knox, voted for it.
The amendment was, however, only
a coup of partisan politics for the
reason that the Organic Act of the
Philippines provides that no charac-
ter shall be issued to any railroad ex-
cept on the understanding that the
Philippine government shall have the
right to fix the rates charged. The
most important provision of the
Philippine Public Improvement bill
was the railroad section which was
completely redrafted by Senator
Spooner just before the passage of
the act. This section authorizes the
Philippine government to guarantee
four per cent. interest, for a period of
thirty years, on bonds issued in re-
turn for funds actually invested in a
system of Philippine railroads. As
redrafted this section makes the
bonds on which interest is guaranteed
a first lien on the railroads and also
constitute any interest advanced by
the government a lien and in other
ways protects the Philippine govern-
ment from possible loss resulting
from bad or fraudulent management.

The president recently appointed
the grandson of Stonewall Jackson a
West Point cadet and still more re-
cently made J. E. B. Stuart, a son of
the famous cavalry leader, "Jeb"
Stuart, United States Marshal for the
Eastern District of Virginia. It will
be remembered that General Jeb
Stuart was the officer who succeeded
Stonewall Jackson as commander of
Jackson's brigade and that, more-
over, he revolutionized the cavalry
tactics of this country, if not of the
world. He discarded the sabre as the
sole arm of the cavalry and furnished
his men with carbines, devoting as
much time as possible to practice
with that weapon. The president
declared recently that this country
owed Jeb Stuart a debt of gratitude
for what he had done in promoting
the efficiency of the cavalry arm of
the service. Carrying Missouri was a
feature of the last election which
much delighted the president and to
this day he carries about and shows
to his friends a newspaper cartoon
which typifies Missouri as a new
soldier taken from the democratic
ranks and added to the republican
regiment. Incidentally, it may be
asserted with confidence that nothing
will be done with the various mea-
sures which have for their object the
curtailment of the southern repre-
sentation in congress. "Better that
they should be converted to republi-
canism and live," says the president
to those who appeal to him for sup-
port for such measures.

STATE NEWS.

Received Pardon from Bell.

Everett A. Morse of Calais, sen-
tenced in April to serve three years,
the maximum penalty in the state
prison at Windsor, received as his
Christmas present a pardon from
Gov. Bell, and was released Saturday.
He signed the names of his father and
uncle to a note, on which he bor-
rowed \$600 to buy a stage route.
The money was paid back.

Shot in Self-Defense.

George Daniels is in county jail, in
St. Johnsbury, having been arrested
at West Danville for shooting Charles
Shaw. The latter came to Mrs. Har-
vey Badger's house in a highly intoxi-
cated condition, and Daniels, who
works for Mrs. Badger, ordered him
out. Shaw went out and came back
with an iron bar and Daniels shot in
self-defense, emptying both barrels
in Shaw's legs. Daniels will be given
a hearing in county court, which is
now in session. Shaw is at Bright-
look hospital and will probably re-
cover.

Caught in Shafting.

While Carl Westhorn was lacing a
belt in the box shop of L. Baker &
Sons, East Richmond, December 26,
the belt caught and drew Westhorn to
the shaft and wound around one leg,
carrying him around the shaft, which
made about four hundred revolutions
a minute. The scalp was nearly torn
from his head, both legs were broken,
and he was badly bruised. He was
taken to the home of his brother
nearby, where he died at 2 o'clock
Tuesday morning. Mr. Westhorn was
twenty-three years old.

A Double Crime Tuesday Night.

Frank Bailey, aged 24, better known
in Bennington as Frank Poor, com-
mitted suicide in the night by shoot-
ing himself with a 38 calibre revolver.
A few minutes before, he shot his
wife, hitting her in the right wrist
and making a painful wound. Bal-
ley's body was found in front of Grant
Harbor's residence on Grand View

street at 6:45 o'clock Wednesday
morning by C. L. Hudson, who went
for Mr. Harbor, and, obtaining a lan-
tern, made a more careful examina-
tion of the corpse. It was found ly-
ing on the back with a bullet wound
in the center of the forehead. Sev-
eral persons who heard the shot said
it was fired at about 12:30 o'clock.

Commissioners Appointed.

The members of the commission re-
cently appointed by Gov. C. J. Bell in
accordance with an act passed at the
recent session of the Legislature to
investigate the various State institu-
tions were in Montpelier Tuesday to
consult with reference to the work
which they are to do. Governor Bell
arrived at noon and Attorney-General
C. C. Fitts of Brattleboro came in the
afternoon to meet with the commis-
sioners. Governor Bell stated that he
expected the investigation will not
be begun for a month or more, but
that he desired to have the commis-
sioners meet now to formulate plans
for the work. Attorney-General Fitts
will have charge of the investigation
on behalf of the state, attending to
the presentation of the evidence. On
the commission are H. F. Brigham of
Bakersfield, C. H. A. Stafford of Mor-
risville and N. C. Williams of Bellows
Falls.

Cost About \$150,000.

The biennial report of the Vermont
state cattle commission has just been
made public, and contains some high-
ly interesting facts. For ten years
the state has had a law designed to
eradicate tuberculosis from the cattle
of Vermont. Two years ago changes
were made in the matter of indem-
nity, and some quarantine powers
were taken from the commission. All
tests are now made on application
of the owners, and since the work was
first begun more than 99 per cent. of
work done has been at the request of
the owners. During the ten years
the law has been in force, the state
has paid about \$150,000 for diseased
cattle and expenses attending the
work. More than 125,000 cattle
have been tested with tuberculin and
over 6000 have been killed. A large
proportion of the herds found healthy
in the first test has been found free
from the disease at the second or
third test. The animals found dis-
eased during the past year have been
largely in herds and localities where
tests have not been made before.

GENERAL NEWS.

Collision.

The passenger train which left St.
Louis at 9 o'clock Dec. 27 on the
Southern railroad collided head-on
with the passenger train leaving
Louisville about the same hour, near
Mauds station, Ill., Christmas day.
One passenger and six employees
were killed and two passengers and
eight employees were slightly injured.

Found Guilty.

The Boston police commission in its
findings in the police-Tech clash of
the night of Nov. 2 holds nine officers
guilty of neglect of duty and reduces
five in rank and fines the other four
30 days' pay. Two sergeants in
charge of the mounted officers are
exonerated on the charge of slug-
ging. No patrolmen are held.

Big Storm.

One of the most severe storms of
recent years raged between the
Rocky mountains and the great lakes
Tuesday, causing much trouble to
street car, railroad and telegraph
companies. The latter were the
greatest sufferers, as the blizzard was
preceded by a heavy fog and drizzling
rain. The intense cold and terrific
gale coated the wires with ice and
later threw the poles to the ground.

The War.

The fleet of Admiral Togo having
completed the task assigned it at the
beginning of the war—that of destroy-
ing the Russian squadron at Port
Arthur, which it did with the aid,
finally, of the Japanese land batteries
on 203 Metre hill—the heavy war
vessels have now been withdrawn and
are probably undergoing repairs to
get them in readiness for the coming
battle with Admiral Rojstvensky's
approaching squadrons. In his offi-
cial report, Admiral Togo, after de-
scribing recent operations by which
the Russian war vessels, including the
Sevastopol, were disabled, says:—
"The main strength of the enemy is
completely crushed. Only a weak
gunboat, the Otravshni, and several
torpedo boat destroyers remain afloat.

"It's hard to lose your daughter,
eh?" said the guest at the wedding.
"No," replied the bride's father;
"It did seem hard at one time, but
Mary finally landed this fellow just as
we were losing all hope."

A Card.

We, the undersigned, do hereby agree to
refund the money on a 50-cent bottle of
Greene's Warranted Syrup of Tar if it fails to
cure your cough or cold. We also guarantee
a 25-cent bottle to prove satisfactory or
money refunded.
H. C. Pierce, Barton
R. S. Webster, Barton Landing
R. M. Staples, Albany
G. E. Shepard Co., South Albany
E. G. Randall, West Glover
J. W. King & Son, Glover
J. W. Brown & Son, Evansville
C. J. Brooks, Coventry
E. W. Barrow, Barton

TWELVE DAYS AT ST. LOUIS.

Continued from Nov. 14, '04.

Virginia's exhibit in Agricultural
Hall was in the form of a temple. By
a temple or pagoda, I do not mean
anything small, for they were all
about 30x50 feet on the ground and
from 30 to 50 feet high. There was
one corn stalk that was 24 feet high.
Missouri had a large temple built of
corn and grain. There might be seen
there the State Coat of Arms, a mule,
an eagle, an ox, sheep, pigs and In-
dians, inlaid with kernels of corn of
various colors. A short distance off
these pictures looked like paintings,
and were very true to life. Those
who never saw pictures wrought out
of kernels of grain cannot understand
their great beauty.

Kentucky had a temple of wheat
and corn, as did Colorado and Texas.
The latter building was in the form of
a star. Inside these temples were
rooms fitted up as parlors and recep-
tion rooms.

Kansas had a big steer made with
kernels of corn and beans, in front
of her display; while Nebraska had
the hide of a two years old steer, the
largest of his age ever in the stock
yards at Chicago; mounted on a ped-
estal in here. It weighed alive 1730
pounds and sold for 26 dollars per
hundred, dressed.

Illinois had a fine grain temple,
containing Lincoln's half length por-
trait made with beans. Two years
ago the governor of Illinois, and
others, offered seed and prizes to
boys under 18 for the ten best ears
of corn raised. Every boy's plat of
ground to be the same size. A boy 14
years old won the first prize. In the
drought of a year ago, he carried wa-
ter from a well to his corn and kept it
growing and thus won. The ears of
corn were piled up, many thousand of
them. It was among these fine dis-
plays that I saw a stand piled with
packages of "Vermont Chinese
Starch." In the display of cedar pails
was one that has been used since 1787
and looked good for another century.

Here was the largest pail ever made.
Top diameter 8 feet, bottom diameter
6 feet, depth 6 feet, and will hold 1275
gallons. The display of fruits and
vegetables was immense. Remark-
able for quantity, quality, size and
the rare shapes. Texas, I believe,
had the largest lemons. I was given
what the man called a small one; it
measured 15 inches around one way
and 13 the other. Their largest lemon
weighed six pounds; the limes and
grape fruit were so large I dare not
report their size. The largest orange
was 24 inches in circumference and
weighed 3½ pounds. The largest pear
came from California and weighed 4½
pounds. The largest apple was from
Missouri. It measured 21 inches in
circumference and weighed 33 ounces.

Iowa showed the largest apples as a
whole display. She had 225 varieties.
The custodian of the exhibit from Ari-
zona very kindly gave me a pomegran-
ate; it is a very rare fruit even in the
West. The man from Texas gave me
a persimmon. I think it the most de-
licious fruit I ever tasted. Texas also
showed "Japanese chestnuts" in burs
and out; they are a very peculiar
looking nut. Mississippi showed a
watermelon weighing 105 pounds and
a pumpkin weighing 100 pounds.
There was a wax figure of Uncle Sam
with hair and beard made out of
hemp and clothes made of binder
twine. Mississippi also had a railroad
train in active work handling apples.
Minnesota had a windmill made of
apples. California led in the fruit
exhibit both in size and varieties. A
bunch of Tokay grapes weighed 27
pounds, one of Black Muscat, 18
pounds.

Colorado had an interesting display
of honey and wax; 200 pounds of wax
molded in many odd shapes. The
honey, 4000 pounds in one booth, was
a sight to people accustomed to see a
few pounds at a county fair. The
bees are fed mostly on alfalfa, and the
honey has a rich flavor never found
in the East.

The Mines building covers 9 1-10
acres and cost \$500,000. There are
many wonderful things to be seen
here: Gold nuggets from Alaska
locked in a stone safe and lighted by
electricity; washing gold from dirt
and sand; the process of molding
pottery and mining coal; a block of
morphine might be seen weighing
3500 pounds. Pennsylvania exhibited
a coal mine. Every little detail of the
work was shown by wax figures, the
breakers, and boys picking up coal, and
the machinery was all running; Lot's
wife in salt. North gold mine showed
a nugget worth \$5000 and a piece of
quartz rock that weighed 135 pounds
and was worth \$2000. A block of
silver as it was mined weighing 397
pounds and would make \$6630. Ala-
bama showed the statue of Vulcan in
cast iron and bronze and it was among
the big things of the Fair, and called
one of its wonders. It is the largest
iron casting ever made, and next to
"Liberty" the largest statue. It is 56
feet high, and weighs 100,000 pounds.
A horse and buggy can go between its
legs. Its face is 7½ feet long, foot 6
feet, arm 10 feet, around waist 18½
feet. The block weighed 6000 pounds.

Continued on third page.

FOR SALE

My house and barn on High Street, Barton
Vt. House in good repair—all modern im-
provements: electric lights and water. Ten
rooms—rents for \$15.00 per month, also base-
ment tenement—rents for \$7.00 per month.
One-fourth acre garden, plenty fruit. Large
barn in good shape—all for \$7500.
36tf G. W. BUZZELL.

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will be supplied from the list of our
recently established Nurses Register-
ing Bureau by application at the book-
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TABLE KNIVES

The kinds that cut when the meat is tough

RAZORS AND STROPS,
SKATES

In all Sizes

TURQUOISE, PEARL,
AGATE WARE

Will please the housekeeper.

TWOMBLY & COLTON
Barton Landing.

STOP!

and get some of our
prices before buying your
groceries elsewhere.

Our green tea at 35c. per lb. is equal to that
you are paying 50c. for.
About our 25c. coffee,
one can will make you a regular customer.

Our constantly increas-
ing sales prove that we
combine quality and low
prices. FRESH SALT
and CANNED FISH.

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For the holiday trade we have
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TRIMMED HATS

We have many things in our
store suitable for

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Lace Collars, Lace Scarfs, Hair
Bows, Belts, Combs, Mani-
cure Sets, Mirrors, Picture
Frames, Shells, Ribbons,
Perfumes, Handkerchiefs,
Handkerchief Centers,
Handkerchief Laces,
Handkerchiefs for Sofa Pil-
lows and Kimonos,
Children's Handkerchiefs,
Bandanna Handkerchiefs,
Five-cent Handkerchiefs,
25-cent Handkerchiefs.

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P. O. BLOCK, BARTON.

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Hens healthy and strong and makes them lay
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PROBATE COURTS.

Probate Courts will be held at the Prob-
ate Office in Newport each Monday. At the of-
fice of F. W. Baldwin in Barton on the 2nd
Friday of each month; at the office of B.
D. Carpenter at Barton Landing in the 2nd
noon of the third Friday of each month. In
cases having business with the Court at Bar-
ton Landing concerning pending
cases will please inform the Court in advan-
ce that he may take the necessary papers with
him. F. E. ALFRED, Judge of Probate.

TIME TABLE.

In effect October 10, 1904.
Trains Leave
NEWPORT—North—5:50 a. m.; 6:00 a. m. S.
day only; 1:00 p. m.; 6:40 p. m. South
7:00 a. m.; 12:52 p. m.; 4:00 p. m.; 11:25 p. m.
COVENTRY—North—12:24 p. m.; 6:10 p. m.
South—7:10 a. m.; 4:09 p. m.
BARTON LANDING—North—4:43 a. m.;
8:05 a. m.; 12:15 p. m.; 5:11 p. m.; 5:48 p. m.
South—7:20 a. m.; 1:08 p. m.; 4:19 p. m.
11:54 p. m.
BARTON—North—4:10 a. m.; 4:30 a. m.; 7:
a. m.; 12:15 p. m.; 5:02 p. m.; 5:48 p. m.
South—12:07 a. m.; 7:54 a. m.; 1:21 p. m.
4:42 p. m.; 11:52 p. m.
SOUTH BARTON—North—4:53 a. m.; 5:37
p. m. South—7:45 a. m.; 4:42 p. m.
SUPTON—North—11:37 a. m.; 5:20 p. m.
South—8:01 a. m.; 5:02 p. m.
WEST BURKE—North—3:57 a. m.; 11:30 a. m.;
8:35 p. m.; 5:12 p. m. South—12:30 a. m.;
8:08 a. m.; 5:13 p. m.
LYNDONVILLE—North—3:30 a. m.; 3:40
p. m.; 11:12 a. m.; 4:20 p. m.; 5:48 p. m.
South—12:35 a. m.; 12:53 a. m.; 8:10
p. m.; 11:35 a. m.; 2:03 p. m.; 5:33 p. m.;
ST. JOHNSBURY—North—3:08 a. m.; 8:18
p. m.; 10:45 a. m.; 4:00 p. m.; 4:27 p. m.; 7:35 p. m.
South—12:53 a. m.; 1:15 a. m.; 8:56 a. m.;
11:55 a. m.; 2:22 p. m.; 5:55 p. m.
A Stops only for passengers to or from
connecting roads or divisions.
B Stops only for passengers from Conco-
rd below.
C Daily, except Saturday.
F Stops to leave passengers, or, who
signalled, to take passengers.
I Daily, except Sunday. J Daily
except Monday.

D. J. FLANDERS, G. P. & T. A.

St. J. & L. C. R. R.

In effect October 10, 1904.
HARDWICK—West—8:25 a. m.; 5:34 p. m.
East—10:29 a. m.; 7:48 p. m.
EAST HARDWICK—West—8:16 a. m.; 5:25
p. m. East—10:38 a. m.; 7:57 p. m.
GREENSBORO—West—8:08 a. m.; 5:17 p. m.
East—10:47 a. m.; 8:06 p. m.
ST. JOHNSBURY—West—7:00 a. m.; 4:08 p. m.
East—2:41 p. m.; 4:30 p. m.
D. J. FLANDERS, G. P. & T. A.

Just received
a lot of

No. 1
Baled
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When in need
of any call on

S. C. CURRIER.

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